

U.S. MARINE CORPS BASE HAWAII, KANEOHE BAY, SMALL BOAT
REPAIR SHOP, SARS
(U.S. Marine Corps Base Hawaii, Kaneohe Bay, Carpenter Shop, SAR)
(Facility 129)
E Street
Kaneohe
Honolulu County
Hawaii

HABS No. HI-311-M

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
U.S. Department of the Interior
National Park Service
Oakland, California

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Location: E Street
U.S. Marine Corps Base Hawaii
Kaneohe, Honolulu County, Hawaii
U.S. Geological Survey, Mokapu Pt. HI 1998 quadrangle, 7.5 minute series Universal Transverse Mercator coordinates: 04.628100.2371180

Present Owner: The United States Marine Corps

Present Occupants: The United States Marine Corps

Present Use: Ocean Recreation

Significance: The small boat repair shop was built during the period of vigorous construction that followed the Japanese attack of December 7, 1941. It was attached to the waterfront Search and Rescue Crash Facility (SAR) at the Kaneohe Naval Air Station. The utilitarian building reflects the period of its construction in its use of materials, method of construction, craftsmanship and design.

Description: Building 129 is a single story building with 13' high, corrugated metal walls and a similarly clad gable roof. Its 51' x 31' rectangular floor plan has had additions placed on either side. The building is placed on a 2" x 6" sill on a concrete slab foundation. The building is oriented on a northeast-southwest axis with sliding doors in the northeast facing gable end and the northwest side wall. The building's frame is 2" x 6" studs, which support 2" x 6" wall plates that run the length of the building and carry four Pratt trusses made of 4" x 4" timbers with metal truss rods serving as the vertical members. The trusses are spaced 12" center, and support six 2" x 8" purlins that stiffen the corrugated metal roof.

The 5 in 12 sloped gable roof has shallow, 1' wide, overhanging, open eaves with clipped rafter tails. On the long sides of the building they are about 12' above grade at the wall, with the roof rising to about 18' high at the ridge. A 12" wide screened clerestory extends the length on the building on each side, although segments have been infilled where additions have been made to the building.

Two sliding doors provide ingress and egress to the building. Neither door is original, both being fabricated from plywood and 2" x 4" boards. The one located in the northeast facing gable is 5' 6" wide and 10' high, while the northwest facing door measures 8' wide and 10' 6" high.

The interior of the building is divided into two open spaces separated by a masonite wall with a 7' 10" wide opening. The northeast room measures approximately 24' x 29' 3", while the southwest room's dimensions are approximately 25' 8" x 29' 3". The northeast room is used primarily for storage, while the southwest serves as a machine shop.

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An office space in the east corner of the machine shop is accessed from the front room through a modern, wood door with 32 panels. Fluorescent lighting suspended from the roof provides illumination. The building has only one window, which is located in the front room's southeast wall. This fixed window is a later alteration to the building and is comprised of two former casement windows, each of four panes, which were salvaged from another structure.

At some point prior to 1958 an 11' x 18' storage room was added to the building at the southeast corner. It has a pent roof that continues the slope of the main building's roof. Originally this storage room was entered through a pair of double doors in its southeast wall. These no longer exist, and a hinged door in the southeast wall now serves the room as does a jalousie window. These alterations resulted when a second addition was added to this side of the building in the early 1990s to accommodate a charter fishing boat concession. The addition was used for the fishing boat's ice machines, while the store room was made into an office. The ice room's 20' long south wall is skewed at an angle with the depth of the space decreasing from 11' to 6' 5". It is sheltered by a pent roof that attaches to the wall of the repair shop and is carried by a 4" x 6" beam supported by four 4" x 4" posts. This southeast side is mostly open with only 10' partially enclosed by an approximately 4' wall.

A third 9'-4" x 28' addition, located along the north wall of the building, was erected sometime between 1958 and 1988. It has two equally sized rooms, which presently serve as a sail locker (northeast room) and a battery recharging room (southwest room). Covered by a pent roof that joins the main building below the main roofline, this structure has a hinged, solid core door at each end, and two jalousie windows in its north wall, one serving each room. A flat roofed, 7'-9" high, wooden lean-to structure extends eastward from this addition and the right side of the original building. It is used to store small boats. The lean-to pre-dates 1988, although the 11' x 16' 6" boat racks, which sit 11' away from Building 129 (but under the lean-to) were added circa 2001.

Building 129 retains its integrity of location, materials, and design. Its integrity of setting was somewhat compromised in the late 1990s when the boathouse that it serviced was removed from the site, being taken by barge to Sand Island for use as a warehouse. However, the building's oceanside setting still remains, and the location of the former boathouse is distinguishable. The building has had relatively few alterations since it was built, other than the two pent roof additions placed on either side. An original location and plot plan drawing dated September 14, 1942 shows that the building's footprint is the same as when it was built (Naval Facilities Engineering Command 1942, drwg OA-N6-468). The additions that have been made to the building are sufficiently modest in size and do not compromise the original appearance of the building. The building still functions as a boat repair facility; however, rather than supporting Search and Rescue operations, it is now used to support services for recreational boating.

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Historical Context: The Kaneohe Naval Air Station was established following a recommendation by the Hepburn Board in 1938 to develop a base for squadrons of seaplanes to support the Pearl Harbor fleet. In August 1939 the first acreage was acquired for the air station and construction was started. By the end of 1941 the air station had approximately 90 permanent and 60 temporary buildings on over 1000 acres of land, with a contingent of 440 military personnel. On December 7, 1941 it was one of a number of military installations on Oahu to be attacked by Japan.

As a result of the surprise attack, construction at naval bases in Hawaii was curtailed briefly as personnel and equipment were utilized for repair and emergency defense measures. Shortly after the attack, the available resources were shifted to accelerated programs of new construction to support the war effort (Bureau of Yards and Docks 1947, 2:122). Building 129 was constructed in 1942 as a temporary building by workmen of the consortium, Contractors Pacific Naval Air Base (CPNAB), a group of firms formed in the late 1930s to construct Navy facilities in the Pacific.

Building 129 was built as a support facility for the Search and Rescue (SAR) boathouse (Building 127, See HABS HI-311-B) serving as a machine shop for the repair of the operation's boats and equipment. The SAR was responsible for the rescue of any boats in distress in Kaneohe Bay, or any planes which might crash into these waters. Their charge was to save lives and attempt any possible salvage. By August 1946 the SAR at Kaneohe Naval Air Station managed twenty one boats, including three crash boats, each 63 feet long. The crash boats were equipped not only with a radio with a frequency to connect with operations and all ambulance services, but also a second radio hooked up with Fort Shafter, the location of the Air Sea Rescue Headquarters. Also under SAR's management were four Plane Personnel boats. These were used for air crashes into Kaneohe Bay and other bay emergencies, and were also used by officers for recreation. The crews of these boats were also responsible to check the permits of privately owned boats in Kaneohe Bay waters, as between 1941 and 1959 a special presidential instruction required all civilian boats operating in the bay to be inspected and registered with the Station Provost Marshall. In 1959 this regulation was relaxed by establishing a 500 yard buffer zone surrounding the air station beyond which private boats could not enter.

Building 129 served as a small boat repair shop for the SAR operation. When the air station was placed on maintenance status the building was mothballed, and following the reactivation of the installation in 1952 as a Marine Corps Air Station, the Crash Boat House was manned by an all-Navy unit, and organizationally was attached to the Airfield Operations Department as a Waterfront Operations Branch. The repair shop was rehabilitated in 1958, but maintained its boat repair function, a role it still fulfills to this day, only now for recreational craft.

In the early 1990s, the Naval Oceanic Systems Center (NOSC), which was charged with training dolphins, shut down, and SAR relocated its operations to the former NOSC facility at Sac Harbor. At this time the

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SAR facilities, including Building 129, were placed under the administration of the Marine Corps Community Services and the former SAR area was designated part of the Cove Recreation Area.

Recreational use of the area adjoining SAR's complex dates back to 1955. At that time the Marine Corps Air Station Special Services assumed control of Building 128. This was a frame building on post and piers, which had been constructed in 1943 as a beach crew shelter, and originally stood along the shore to the west of the runway and hangars. Special Services moved the building to the present location of Building 128 and converted it into a "Yacht Club." A new building, the present west end of Building 128, was constructed in 1961 as a rest room, and in the following year the east end was added.

The principal building of the SAR complex, the boat house, Building 127, was damaged in Hurricane Iniki in 1992, and as a result a decision was made to demolish the structure. The successful bidder for the project removed the building from its foundation in the late 1990s in the month of July and barged it to Sand Island, where it was converted into a warehouse. Buildings 129 and 107 continued to be used to support the activities of the Marine Corps Community Services' marina operations. These buildings will be demolished and their functions consolidated as part of the proposed Marina Improvement project.

The simple wood and corrugated metal construction of the machine shop reflects the utilitarian character of the structure and was typical of its period. Its method of construction and materials are similar to those of the other buildings in the SAR complex, Building 107, a barracks, and Building 127, the no longer extant boathouse.

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ARCHITECTURAL DRAWINGS

Naval Facilities Engineering Command, Plan Files

Map N1-1-2, "Conditions on March 1, 1956." Located at Bldg. 346, Pearl Harbor Naval Base .

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The Klipper, NAS Kaneohe

“NAS Kaneohe Bay is Now Five years Old,” February 16, 1946,
p. 1

_____ “Life at the Boathouse,” August 10, 1946, pp. 2-3

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Photograph # 80-CF-7974-28775-17. October 18, 1942.

_____ Photograph # 80-CF-7974-28779-11. January 7, 1943.

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Photograph # 181-58-3158. August 26, 1945.

NAVFAC Archives

Map OA-N1-679 of Naval Air Station, Kaneohe, "Showing
conditions on June 30, 1943." Port Hueneme, CA: from 14th
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_____ Map OA-N1-1511 of Naval Air Station, Kaneohe, "Showing
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_____ Map OA-N1-1975 of Naval Air Station, Kaneohe, "Showing
Conditions on June 30, 1949." Port Hueneme, CA: from 14th
Naval District Map books.

Windward Marine

“Crash Boat House Maintains Round-the-Clock Vigilance,”
August 17, 1956, p. 4.

_____ “MCAS ‘Yacht Club’ Offers Aquatic Sports Variety,”
September 14, 1956, p. 4.

_____ “At Station Boathouse, Water Sports Show Sunday,” April 19,
1957, p. 4

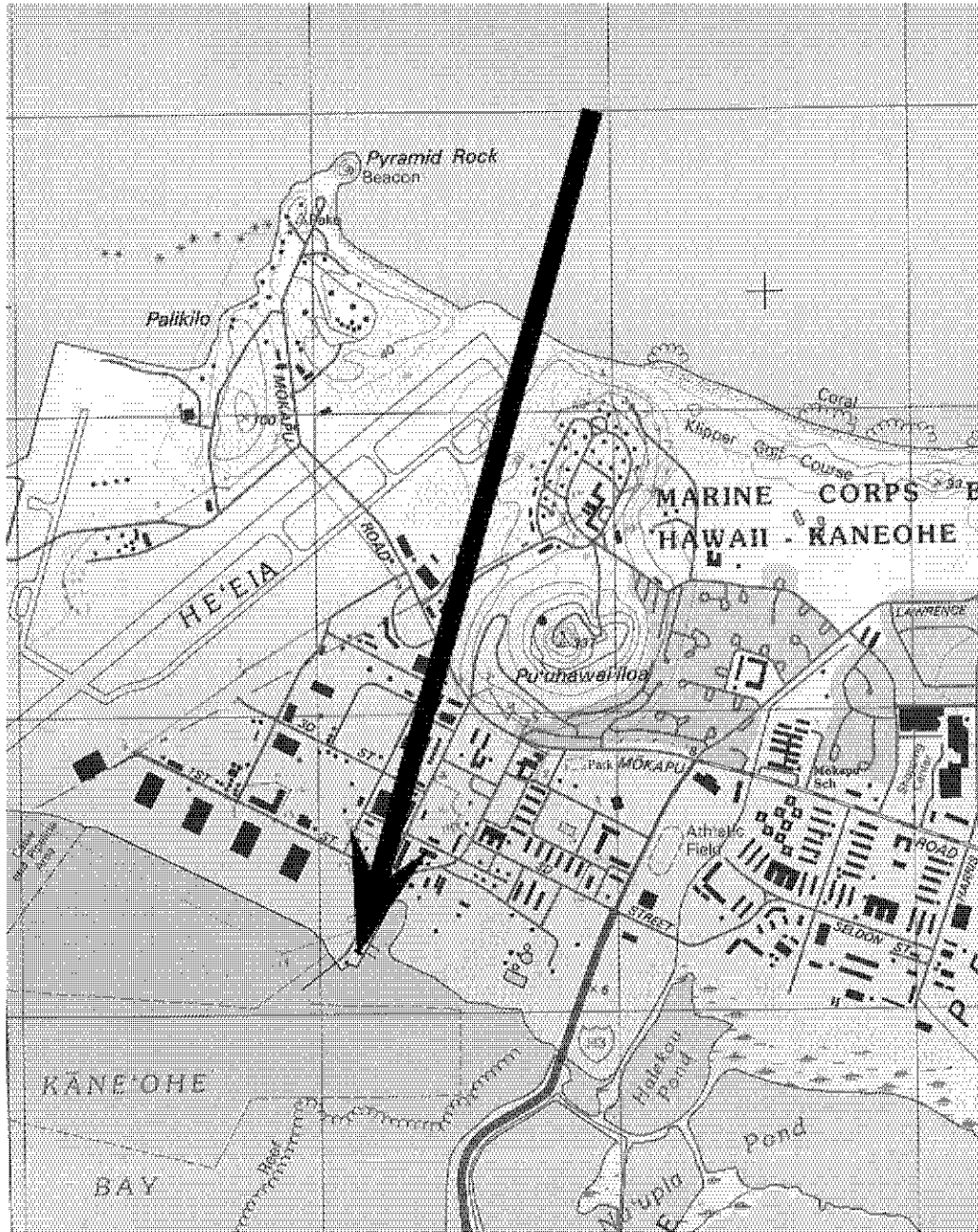
_____ “K-Bay Boating Regulations Eased by Washington Order,”
December 11, 1959, p. 1

Project Information: This report was prepared in advance of anticipated demolition of
Building 129. Photographs for this report were taken by David Franzen
in July, 2008 and the written portions of the report were researched and
prepared by Don Hibbard of Mason Architects, Inc., Honolulu, Hawaii.

Date of Report: October 31, 2008

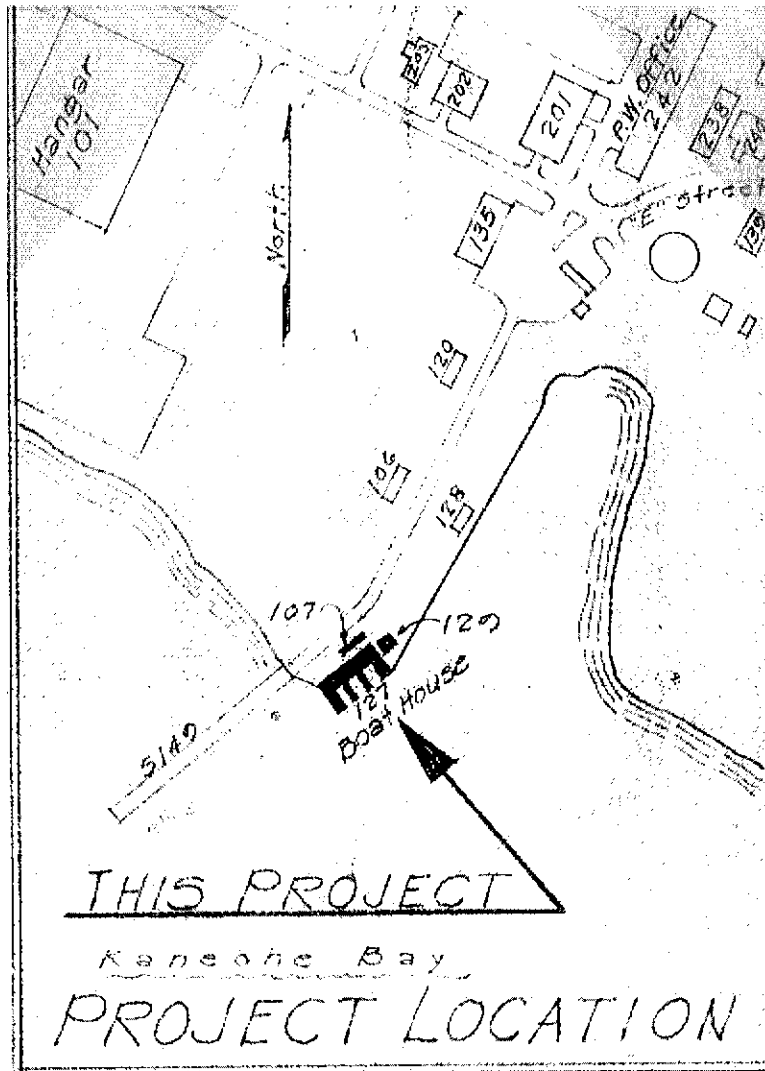
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U.S.G.S. Map, 1998



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Site Map, 1958



18'-0"

STORE ROOM

Grid separated metal joists in the ceiling brushed and painted

Sliding door

Replace 2x6 bottom sill

31'-0"

Sliding door

Replace 2x6 door jamb

Replace 2x6 studs & joists

CARPENTER SHOP

Add 2x12

4-1-10

FLOOR PLAN-CARPENTER SHOP BLDG 129

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Portion of original drawing dated October 24, 1958 showing a typical section of Building 129.

